

Development Management Sub Committee

Wednesday 9 December 2020

Application for Approval of Matters Specified in Conds 20/03942/AMC

**At Land 175 Metres Southeast Of Meadowfield Farm 15,
Turnhouse Road, Edinburgh**

**Erection of 142x new dwellings with associated roads,
parking, footpaths and hard and soft landscaping (Approval
of Matters Specified in Conditions of planning permission in
principle 16/04738/PPP re conditions 5 (Part 2 i, ii, iii, iv, v,
vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix))
as applicable to Plot 5 only) (as amended).**

Item number

Report number

Wards

B01 - Almond

Summary

The principle of the development was established through planning permission in principle (PPP) 16/04738/PPP. The proposed development complies with PPP conditions 5 (part 2) and is consistent with the strategic masterplan and accompanying Urban Design Framework that have been approved for this Local Development Plan (LDP) housing site (HSG 19).

The proposal to deliver one hundred and forty-two affordable homes of mixed tenure at this development plot complies with the Council's affordable housing policy. The proposed site layout, with higher density and four storey flatted blocks at the east of the site and lower two to three storey buildings around the rest of the site, will introduce a well-balanced and varied urban environment in this part of the wider masterplan site. A good level of internal amenity is afforded to future residents in terms of floor spaces

which comply with or exceed recommendations in the Edinburgh Design Guidance. With regard to external amenity, a mixture of private and communal gardens and a 'pocket park' at the west of the application site ensure good open space for future residents to complement strategic landscape areas such as parks in the wider masterplan site.

Access to and from the site is acceptable for vehicles, active travel and pedestrians and the proposed layout means future residents will enjoy good access to the surrounding area's evolving road and path network.

A clear design concept is demonstrated by the applicant and the proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

Links

<u>Policies and guidance for this application</u>	LDPP, LDES01, LDES02, LDES04, LDES05, LDES06, LDES07, LDES08, LEN09, LEN21, LHOU01, LHOU02, LHOU03, LHOU04, LHOU06, LTRA02, LTRA03, LTRA04, NSG, NSGD02,
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Report

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Recommendations

1.1 It is recommended that this application be Approved subject to the details below.

Background

2.1 Site description

The application site ('the site') is situated in the west of the city and forms part of a larger development site allocated as HSG 19 in the Edinburgh Local Development Plan.

The site is situated to the south of Turnhouse Road with the most recent use as agricultural land which is the dominant character of the surrounding area. The site is partially bounded at the south by the Edinburgh-Fife railway line and the remainder of the site is largely surrounded by existing agricultural land. The former Meadowfield farmhouse and steading area lies to the west. The site measures approximately 2.93 hectares and is relatively flat.

Access to the application site is taken from Turnhouse Road. Features in the wider surrounding area include Edinburgh Airport to the south, which lies beyond the Edinburgh to Fife railway line. Further existing development in the form of West Craigs industrial estate and housing is located further along Turnhouse Road to the east beyond which lies Maybury Road and East Craigs. There are views from the application site to the Pentlands at the south of the city, the nature of which will change as housing allocation HSG 19 is built-out.

2.2 Site History

The below site history relates to the application site entirely or in part.

14 October 2014 - Proposal of Application Notice (PAN) submitted for residential development and ancillary retail (Class 1), Class 2 (300sqm in total) including

landscape, access and services and all related ancillary development at site 100 Metres North East Of 19 Turnhouse Road. This PAN broadly relates to the extents of the current application, although the extents of land included to the north of Craigs Road have been reduced (application reference: 14/04156/PAN);

20 April 2017 - Application for Planning Permission in Principle was refused for 'Residential development, up to a maximum of 1400 units, and ancillary commercial (Class 1 retail and Class 2 financial and professional) including landscaping, access and services and all other ancillary development' at Site 100 Metres North East Of 19 Turnhouse Road Edinburgh. In summary the application was refused for reasons including loss of green belt, landscape impact, transport infrastructure delivery, drainage and flood risk, insufficient environmental assessment information and failure to outline a comprehensive design approach (application reference: 16/04738/PPP);

26 September 2019 - Appeal against refusal of application 16/04738/PPP was allowed by Scottish Ministers for 'residential development, up to a maximum of 1,400 units, and ancillary commercial (class 1 retail and class 2 financial and professional), including landscaping, access and services and all other ancillary development' at 100 metres north-east of 19 Turnhouse Road, Edinburgh (appeal reference: PPA-230-2207);

25 May 2020 - An application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP in respect of conditions 1, 2, 3, 4 and 5 for a masterplan for the site was approved (application reference: 19/05599/AMC);

25 May 2020 - An application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of conditions 6(c), 6(d), 6(e), 7, 8, 10, 11, 12, 13, 14, 16, 18, 19, 20 and 21 for landscape and enabling infrastructure was approved (application reference: 19/05514/AMC);

28 July 2020 - Application for Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP, in respect of condition 9 relating to archaeological matters was approved (application reference: 20/00649/AMC);

15 May 2020 - Proposal of application notice for 'Ultra low energy Primary School (2 stream, 420 pupils) with adjoining Nursery (128 children) and Healthcare Centre (10,000 patients). All accommodation is within one building and exceeds a total gross floor area of 5000sqm. The development also includes landscaped school grounds and sports pitch. The building will be designed to allow for future extension to 3 stream (630 pupils) to meet the needs of the surrounding development' (application reference: 20/01746/PAN).

Main report

3.1 Description Of The Proposal

Scheme 2

This application is submitted to address conditions 5 (part 2 i, ii, iii, iv, v, vi) and 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) of the planning permission in principle (PPP) as applicable to Plot 5 only. The application seeks approval of matters relating to the detailed design and layout of 142 proposed homes and associated landscape and access for plot 5 of wider development at LDP housing site HSG 19.

A detailed summary of condition requirements is included in Section 3.3 a) of this report.

The proposal is for 100% affordable housing, comprising 142 units in the form of houses, cottage flats and apartments. The accommodation schedule specifies the homes will comprise: 6 x 4-bed (5%); 31 x 3-bed (22%); 61 x 2-bed (43%); and 44 x 1-bed (31%). The new homes will be for a mixture of tenures, with 52 offered for mid-market rent and 90 offered for social rent.

Nineteen units are designed specifically for older people within Block 16 and include a ground floor office space for visiting support workers and other staff. Five units are fully accessible at the ground floor.

Building heights are four storey apartments at the east of the site, and there is a gradual transition down to lower density buildings in the form of three storey apartment buildings and two storey houses and cottage flats to the west of the application site. Buildings are pitch roofed and include detailed design features including strong gables forms, projecting brick features, projecting balconies, Juliet windows and projecting fin walls to offer variation in the depth.

The proposed materials palette includes buff brick of varying shades, dry dash render, zinc cladding, coloured cladding. These materials are used in varying combinations around the site on apartment buildings and in the lower density homes. This palette of materials is drawn from the 'Eastern Gateway' character zone description and suggested materials in the UDF approved alongside the strategic masterplan.

The proposed site layout has been designed in the context of proposed neighbouring plots and other development areas identified in the 'Urban Design Framework' (UDF) and strategic masterplan recently approved by the Development Management Sub-committee (application reference 19/05599/AMC) for LDP housing site HSG 19. The UDF specifies building heights across the wider masterplan site along with key landscape features and street connections and this site lies within the 'Eastern Gateway' character zone.

The proposed apartment buildings at the east of the site are four storeys in height with pitch roofs. These buildings address a strategic landscape and active travel corridor the details of which were approved by the Development Management Sub-committee in May 2020 (application reference 19/05514/AMC). Houses at the north of the site face the safeguarded school site within the masterplan area and are separated by a pedestrian pavement and by front gardens and landscaping.

Boundary treatments around different parts of the site and include timber fencing, metal fencing, brick walls, stone walls and hedging. These boundaries are implemented to varying degrees and will form part of the site's landscape and streetscape characters. Where visually prominent, boundaries to rear garden areas are formed in 1.8-metre-high masonry walls to match adjacent buildings. In less prominent locations stained timber slatted fences of a similar height provide enclosure. Between rear communal gardens and parking courtyards, fence heights are reduced to 1.2-metres. Boundaries between individual gardens are generally 1.2-metre-high vertical 'hit-and-miss' timber fences.

Proposed green spaces at the site includes a mixture of private and communal garden spaces, landscaped public realm and a small 'pocket park' which acts as a local green space. Benches, made from steel and timber, are dotted around the site within the pocket park and at main entrances to the apartment buildings and cottage flats as well as in a small landscaped area at the southeast corner of the site.

The south of the site is bounded by the Edinburgh-Fife railway line. Landscape details for this boundary area and an acoustic barrier were approved by the Development Management Sub-committee in May 2020 as part of the enabling infrastructure works for this part of the LDP housing site HSG 19 (application reference 19/05514/AMC).

The development is accessed from a new junction and new road from the south side of Turnhouse Road. This road runs perpendicular from Turnhouse Road and leads to a new street network within the application site that consists of primary and secondary streets. Pedestrian paths and crossing points that are marked with different coloured paving are also introduced. New streets provide access around the site's perimeter and a new pedestrian street is located at the north of the plot to offer a connection to the proposed school site which lies to the north of the application site boundary. The secondary street at the south of the site is a shared surface.

Vehicular parking at the site numbers 117 spaces; most parking spaces are in courtyards which are paved with block paving and set to the rear of proposed homes. Further vehicle parking is provided in the form of on-street parking bays and within the curtilage of some of the terrace and semi-detached houses. A limited number of private drives are also proposed. Twenty-one parking spaces cater for electric vehicles, four are car club spaces and ten accessible parking spaces are provided around the site. Seven motorcycle bays are provided within the parking courtyards.

Secure bicycle parking for residents of apartment buildings is provided in two external stores and within garden spaces for the lower density houses and cottage flats. The bicycle stores are constructed from structural brick walls and timber walls. Bicycle parking for visitors, in the form of cycle stands at the doorway, is also located at the front of the seven main entrances to the apartment buildings. Across the apartment buildings, cottage flats and houses there are 327 bicycle parking spaces proposed in total.

Communal drying lines are provided in the grounds for apartments buildings at the east of the site whilst rotary dryers are also shown in the private garden spaces.

Refuse stores that cater for a mix of waste streams are accessed from within the parking courtyards and bin collection points are located on pavements for houses and cottage flats.

An electric sub-station is located at the north of the site, between Blocks 15 and 16. The applicant submitted elevation plans for this structure showing it will be enclosed in brick.

Supporting statement

The applicant has included several technical documents in support of the application. These are available to view on the Planning & Building Standards Online Services:

- Application forms & supporting plans;
- Design, Access & Sustainability statement;
- Drainage Strategy & Flood Risk Assessment;
- Proposed boundary details:
- Transport Statement, Quality Audit and Road Safety Audit;
- External finishes schedule;
- Sustainability form S1; and
- Vehicle tracking plans (refuse & fire).

Scheme 1

Following a Stage 2 Quality Audit workshop during the assessment stage the applicant made minor amendments to the proposed site plans and clarified details relating to street and pavement design. Other minor amendments included changes to the landscape planting schedule and improved bicycle store security following discussion between the applicant and Police Scotland.

3.2 Determining Issues

Section 25 of the Town and Country Planning (Scotland) Act 1997 states - Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.

Do the proposals comply with the development plan?

If the proposals do comply with the development plan, are there any compelling reasons for not approving them?

If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

3.3 Assessment

To address these determining issues, the Committee needs to consider whether:

- a) the proposal complies with the terms of the planning permission in principle;
- b) the scale, design, mix and layout of the proposal is acceptable;
- c) the proposal offers appropriate amenity for future occupants;
- d) access movement, and road arrangements are acceptable;
- e) there are any other material considerations;
- f) representations have been addressed; and
- g) there are any equalities or human rights impacts.

a) Compliance with the planning permission in principle

Planning permission in principle was granted for 'residential development, up to 1400 units, and ancillary commercial (class 1 and class 2 financial and professional), including landscaping, access and services and all other ancillary development' on 26 September 2019. The PPP was granted subject to 23 conditions and the applicant for

plot 5 within the wider masterplan site has now submitted an Approval of Matters Specified in Conditions (AMC) planning application to gain approval of matters specified in conditions 5 (part 2) and 6 of the PPP for the proposed development.

There has been no material change to the development plan since the PPP was approved and the principle of the proposal remains consistent with LDP policy Hou 1 (Housing Development) which prioritises housing at LDP housing sites. Condition 5 (part 2, i-vi) and condition 6 (a) - (k) specify the level of detail the applicant must submit prior to commencement of development to satisfy the terms of the condition in an AMC application.

Condition 5 (part 2 i) - requires the applicant to submit an updated phasing plan for the masterplan site.

The applicant advises that there is no change to the phasing plan for the site that was approved by the Development Management Sub-committee for application 19/05599/AMC in May 2020 which considered the strategic masterplan for LDP housing site HSG 19. As this proposed affordable housing development is the second plot to come forward soon after the masterplan has been approved, there has been little change to the phasing details and the applicant's confirmation of this is acceptable. The proposal complies with PPP condition 5 part 2 i).

Condition 5 (part 2 ii) - states that the applicant must submit an updated Transport Statement, the scope of which is to be agreed with the planning authority, and a Stage 2 Quality Audit for the application site.

During the assessment stage the applicant submitted this supporting information. Comments from the Transport Authority raise no objection to the proposed development and the applicant has demonstrated compliance with the terms of this PPP condition by submitting an acceptable Transport Statement and Stage 2 Quality Audit.

Condition 5 (part 2 iii) - requires applications for each development plot in the masterplan area to be accompanied by a Design and Access Statement which details the proposed plot layout including streets and spaces, accessibility, safety and security matters and sustainability and energy efficiency measures.

A comprehensive Design, Access & Sustainability Statement accompanies this AMC application, and includes details required by AMC condition 5 (part 2 iii). The applicant complies with the terms of this condition.

Condition 5 part 2 iv) - requires the applicant to submit an updated Landscape and Visual Impact statement.

The applicant's Design, Access and Sustainability Statement includes a Landscape Design Statement in Appendix 1. The statement provides an overview of the landscape strategy that considers the plot's wider context in the landscape environment and also sets out site specific design measures. Detailed landscape plans also supplement the Landscape Design Statement and the application complies with the terms of this condition.

Condition 5 part 2 v) - specifies that management details for landscaping, allotments, SUDS and open space is required.

These details are provided in Section 8.8 of the applicant's Design, Access and Sustainability Statement. The proposed maintenance of landscape features is appropriate in the context of this condition.

Condition 5 part 2 vi) - places a requirement on the applicant to submit a surface water management strategy for the site.

The applicant's Drainage Strategy and Flood Risk Assessment includes these details. The Council's Flood Planning service is satisfied with the proposed drainage arrangements, and neither SEPA nor Edinburgh airport object to the surface water management details submitted. The applicant demonstrates compliance with the terms of condition 5 part 2 vi).

Condition 6 a) - requires the number of residential units be specified. The applicant confirms 142 units are proposed and this part of the condition is satisfactorily addressed.

Condition 6 b) - states that details of siting, design and height of development and glazing specifications are required. The applicant has submitted a detailed site plan showing the proposed layout. Elevation plans and sections show the proposed building height(s) and the design of other features and hard landscape features are also identified in detail. Double glazing will be used in some properties to provide acoustic insulation from railway noise at the south of the site in accordance with the specifications identified by a noise assessment approved through planning application 19/05514/AMC for enabling infrastructure at the site which assessed railway noise. The proposal complies with the terms of condition 6 b).

Condition 6 c) - requires details of the design and configuration of open spaces, external materials and finishes and details of play equipment.

Detailed site layout plans, building elevation drawings, landscape plans, boundary treatment details and the Design, Access & Sustainability Statement set out these details as required by PPP condition 6 c). A Finishes Schedule that includes details of all external material treatments for buildings and landscape details has been submitted as well. No play equipment is required within this housing plot. The submission of this information satisfies the terms of this condition.

Condition 6 d) - requires details of car and cycle parking, access, road layouts and alignment, including a Stage 2 Quality Audit, classification of streets, servicing areas, street lighting and electric charging points.

The applicant submitted this information in the form of site layout plans. During the application's assessment stage, a Stage 2 Quality Audit was carried out and subsequently submitted. Street lighting is not specified at this time and this will be deferred to the Road Construction Consent (RCC) process. The applicant has provided the details required by condition 6 d) and street lighting can be confirmed through other statutory processes.

Condition 6 e) - this requires the applicant to provide details of footpaths and cycle routes, multiuse paths and related signage along with lighting details. The site plan and accompanying Design, Access & Sustainability Statement submitted by the applicant provide an appropriate level of detail on these details. New streets will include pavements and access to strategic cycle and pedestrian paths including the proposed strategic active travel within LDP housing site HSG 19. The design complies with the strategic masterplan approved for the site and includes a connection at the south east corner of the site to the approved active travel network for the masterplan site. The new street at the south of the site is identified in the UDF for this site as a shared street and is a strategic active travel route that will facilitate access to later phases of development to the west of this application site. Street lighting can be deferred to the RCC process. The application complies with this part of condition 6.

Condition 6 f) - specifies that waste management and recycling facilities are required.

The applicant's site plans clearly show refuse management and recycling facilities for all properties. Bin presentation points, communal refuse stores and vehicle tracking for refuse collection has been detailed and the Council's Waste Services department is satisfied with the overall design as confirmed in consultation comments. The applicant complies with the terms of this condition.

Condition 6g) - requires surface water management and SUDS details. The applicant has submitted drainage network design information and water services information in response to this requirement. The site forms part of the wider drainage and SUDS network at housing site HSG 19 and the council's Flood Planning service confirms the proposal is acceptable. The application complies with condition 6 g).

Condition 6 h) - requires details of site investigation and decontamination arrangements.

The applicant notes that this matter has been addressed for the wider masterplan site, including the plot relevant to this AMC application, through planning application 19/05514/AMC which was approved by the Development Management Sub-committee in May 2020. Cross reference to the recently approved application is acceptable in the context of addressing condition 6 h) for this AMC application.

Condition 6 i) - requires information regarding sustainable measures for the proposal. The applicant submitted the council's Sustainability S1 form and a Design, Sustainability & Access Statement to address this condition. Details relating to sustainability that are identified in the applicant's S1 sustainability form include the installation of roof-mounted photovoltaic panels, electric vehicle parking provision, water efficiency measures for showers and WCs, provision of water butts for houses, refuse and recycling facilities, uPVC windows that achieve an 'A rating' in the BRE Green Guide and the use of timber framing (excluding tropical woods). The proposal will also be subject to Scottish Building Standards.

Condition 6 j) - this condition requires details of all commercial premises. This AMC application does not include any commercial development and is not applicable.

Condition k) - 6 k) - specifies the range of hard and soft landscaping details that must be provided including: (i) boundary treatments (overall site and individual plots); (ii)

walls, fences, gates and any other boundary treatments; (iii) the location of new trees, shrubs and hedges; (iv) a schedule of plants to comprise species, plant size and proposed number/density; (v) programme of completion and subsequent maintenance; (vi) existing and proposed services such as cables, pipelines, substations; (vii) other artefacts and structures such as street furniture, including lighting columns and fittings, and play equipment; (viii) details of phasing of these works; and (ix) existing and finished ground levels in relation to Ordnance Datum.

These details have been submitted in the form of supporting detailed landscape plans, boundary details, planting and maintenance schedule, finished ground levels and information relating to services connections at the site. Other matters such as lighting will be specified through roads adoption procedures and play equipment details does not to this application. An overview of the approach to phasing is included in Section 6 of the Design, Access and Sustainability Statement; it is anticipated that works will begin on the affordable housing in this plot in March 2021 over a duration of approximately two years with completion expected slightly after proposed affordable housing at plot 4 within the masterplan site (application reference 20/03224/AMC currently pending determination). Plans showing above ordnance datum levels for the proposed site layout were provided by the applicant during the assessment stage upon request.

The proposal complies with condition 6 k).

Approval of matters summary

The applicant has submitted the required information and details to satisfy the requirements of conditions 5 (part 2) and 6 of the PPP.

The proposal is further assessed in the context of the Edinburgh LDP and other material considerations in the remainder of Section 3.3 of this report.

b) Scale, design, mix, layout and landscape

In assessing the scale, layout and design of the proposals, LDP policies Des 1 (Design Quality and Context) to Des 8 (Public Realm and Landscape Design) provide a robust framework along with the Edinburgh Design Guidance (EDG).

The site lies with the 'Eastern Gateway' character zone as detailed in the UDF; this sets certain design parameters for the site including building heights of two to four storeys, materials for buildings to be brick and render with glazing in more prominent buildings. Lying immediately to the north of the railway line, Plot 5 is the first part of the development that visitors will encounter when arriving on foot over the proposed new bridge from the Edinburgh Gateway Station, and therefore has a key role in setting the scene for the overall area.

Scale

The extant PPP for the site establishes the principle of a large-scale development in this area. The existing semi-rural character of the local area will undergo significant change in the near future due to the planned development of the surrounding area and as LDP housing site HSG 19 is delivered.

Overall, the provision of 142 new homes at this site creates a density of 48.5 dwellings per hectare based on the application site area of 2.93 hectares. The scale of the proposal, which includes four storey buildings that gradually transition down in height and density from east to west within the site is compatible with the approved UDF for this part of the wider masterplan site. Four storey flatted buildings at the east of the site are in close proximity to the adjacent strategic landscape and active travel corridor. Higher density at this location is the result of a deliberate design intention in the strategic masterplan to ensure the built environment creates a degree of presence and sense of place at a key point of arrival to/from this part of the masterplan site. The urban-scale frontage to the flatted blocks here acts as the immediate visual backdrop to the main pedestrian access point into West Craigs from the Edinburgh Gateway Station to the south side of the railway line.

The transition to lower density in the form of two and three storey buildings towards the west of the site is also consistent with the vision that has been approved for this site, and the applicant's design will ensure this plot ties-in with surrounding plots with reference to proposed densities, building heights and general character.

The proposal complies with LDP policy Hou 4 (Housing Density) which seeks appropriate density on development sites with respect of local character, environmental quality and residential amenity that is envisaged for this part of the strategic masterplan.

Layout & Design

LDP policy Des 1 (Design Quality and Context) supports development that contributes to a creating a sense of place, by delivering a design concept and drawing on positive characteristics in the surrounding area. The proposed design character builds upon the concept for this development plot that is specified in the design code of the Urban Design Framework (UDF) that has been prepared for the site through AMC application 19/05599/AMC. The application site is located within the 'Eastern Gateway' character zone in the UDF. The vision for this part of the site is to introduce buildings up to four storeys and establish a place that has 'presence' in the local area's new built environment in accordance with the Council's relevant design policies.

The proposed site layout is influenced by its relationship with surrounding landscape areas in the strategic masterplan, including the strategic green corridor to the east and the landscaped boundary with the railway to the south. New homes and flatted buildings are front facing along these areas and have a positive relationship with the new streetscapes. Large balconies on the south east corners of flatted blocks to the east (Blocks 16, 17 and 24) and Juliet style windows along these front elevations, in combination with massing create a strong urban frontage with visual interest and a degree of over-looking to this key public space. All proposed buildings are appropriately positioned within the site and set-back from the roads and pavements.

LDP Policy Des 7 (Layout Design), states that planning permission will be granted for development where it meets a number of criteria relating to issues of the layouts of buildings, streets, footpaths and taking an integrated approach to new streets, and whether the development will encourage walking, cycling and the use of public transport. The proposed layout of buildings and open spaces and the orientation of

front elevations to overlook public spaces demonstrates that a comprehensive and integrated design approach has been followed. The site's layout also allows active travel permeability through the site in accordance with parts b) and f) of LDP policy Des 7 (Layout Design) which supports good connectivity to the wider path network. Layout in terms of road, active travel and pedestrian is addressed within Section 3.3 d) of this report.

The proposed materials palette utilises a mixture of brick, render, zinc panels and coloured panels to varying degrees around the site. These materials are specified in the UDF for the 'Eastern Gateway' character zone in which this application site lies and the applicant's use of the materials in various combinations around the site is appropriate. The use of detailed design features such as articulated gables, projecting balconies and canopies, different textures and shades of brick and limited use of cladding is implemented to good effect around the site. The applicant's design statement also includes examples of where the use of cladding has been successfully delivered in a similar fashion elsewhere.

Key corners of the four storey apartment buildings at the east of the site are well-articulated to add visual interest and in the lower density houses cladding is wrapped around key gables to form larger coloured panels in visually prominent locations.

The proposal demonstrates a good degree of compliance with objectives of LDP policy Des 4 (Development Design - Impact on Setting) with regard to height, form, building positions and materials and detailing.

Mix

Policy Hou 2 (Housing Mix) of the LDP requires a mix of housing to be provided for families, older people and people with special needs and the EDG also recommends that 20% of new homes at large housing developments should cater for growing families. The applicant proposes a mix of unit types comprising flats, cottage flats and houses which will cater for different user needs. Of the 37 x 3-bed and 4-bed, 34 are houses with an internal floor area in excess of 91 sqm. and a private garden and therefore deemed to be suitable for families. This represents 24% provision of family homes within Plot 5. Nineteen one and two bed flats are specifically designed for older people and are arranged across two communal stairs within a single flatted block, with lift access to upper floors.

The proposed mix and type of housing proposed is acceptable and complies with LDP policy Hou 2 and the EDG.

Landscape layout

Policy Des 8 (Public Realm and Landscape Design) states that planning permission will be granted for development where all external spaces, features, civic spaces, footpaths, green spaces and boundary treatments have been designed as an integral part of the scheme as a whole.

The application site will benefit from large areas of strategic landscape features in the form of the approved railway buffer planting along its southern boundary and the strategic green corridor to the eastern boundary.

The applicant submitted details of soft and hard landscape proposals at this application site. The proposed landscape environment includes a detailed planting and maintenance plan which introduces trees, hedges shrubs and amenity grass spaces at the site. Up to seven different street tree species such as Wild Maple, Ornamental Pear, Mountain Ash and will be positioned around the site and a mixture of Hornbeam and New Zealand Privet hedges are used in various places to form boundaries between gardens and streets. The applicant's maintenance schedule will ensure the new landscape character becomes established within this development plot. Proposed planting mixes and quantities are appropriate and will contribute to the creation of an attractive and well-designed environment.

The supporting Design, Access and Sustainability Statement includes a comprehensive overview of the landscape and open space strategy for the application site in Appendix 1; the broad design goal is to complement the strategic landscape in the wider masterplan site which consists two large public parks, green corridors, woodland buffers and pocket parks. Within the application site trees are regularly spaced either side of the four pedestrian routes to enhance the streetscape and hedges, shrubs and grass planting is utilised around all parts of the site to create a well-defined sense of place.

All new houses will have a private front garden enclosed by hedging and flatted blocks are set-back from the pavement to allow for areas of grass planting which act to soften the new built environment.

A variety of landscape boundary treatments are proposed. These include timber fencing, metal railings, post and wire fencing, steel trip rails and brick and stone walls. These boundary features will measure 1.2 measure or 1.8 metres in height. This mixture of materials and their application as shown on supporting hard landscape plans contributes to a clear differentiation of public, private and communal spaces. The boundaries will make a positive contribution to the overall character of this new part of the city and are acceptable.

A 'pocket park' is located within this application site at its south west corner. The boundary for this local green space includes perimeter trees and low steel trip railing to create a minimal sense of enclosure. This is a simple amenity space overlooked by the new cottage flats to the east side of the park. The park includes a pathway, three benches and a central area of grass and is consistent with the vision for this part of the site as expressed in the UDF.

The applicant's proposed landscape design complies with LDP policy Des 8, the UDF for the strategic masterplan and the EDG.

Design summary

The proposal accords with the UDF's suggested design and the height and form of the proposed buildings is appropriate in design terms with a view to creating a unique sense of place as required by LDP policy Des 1 (Design Quality and Context). The proposal will have a positive impact on its surroundings in terms of height, scale, proportions, position of buildings and materials and detailing as required by LDP policy Des 4 (Development Design - Impact on Setting). The landscape environment makes a

positive contribution to the proposal and compliance with Policy Des 8 (Public Realm and Landscape Design) is demonstrated.

c) Amenity for future occupants

The LDP, through policy Des 5 (Development Design - Amenity) and the EDG, requires new development to provide a good standard of amenity for future residents and also seeks to protect amenity of neighbouring properties.

In accordance with LDP policy Hou 2 (Housing Mix) and the EDG a mix of dwelling types and sizes are proposed at the site to cater for different occupant requirements. Proposed floor plans show that all the proposed homes meet or exceed the recommended floor areas in the EDG. Some floor plans show space for a home office or desk space in floor plans within living room or hall areas and other design features such as storage cupboards are provided. The ground floor plan for Block 16, which is designed for older people, includes a support office for support workers and other staff as well.

All 142 homes are dual aspect and will provide a good level of internal amenity and daylight for future residents. Apartments and houses that are located at the south of the application site will also benefit from long views to the Pentlands and surrounding area beyond the Edinburgh-Fife railway line. Other properties face out to landscaped public spaces and will enjoy an attractive immediate outlook.

Gable ends of houses are designed to avoid overlooking neighbouring plots and where windows are present these are for non-habitable rooms such as bathrooms and stairs. Window to window distances are a minimum of approximately 18 metres, with a minor deviation to approximately 16 metres where houses face onto two pedestrian streets towards the west of the site. This deliberate move is intended to create a slightly tighter, more urban feel to this part of the site and is an acceptable design approach where landscape design is used to ensure screening and defensible space is provided to street-facing rooms. The slightly reduced distance between front elevations in these two locations is acceptable.

Private enclosed rear gardens are provided to all houses and cottage flats. Communal garden grounds are provided to the flatted blocks. Approximately 27% of the application site is useable green space and the location and layout of amenity space for the proposal accords with the objectives of the LDP design policies and policy Hou 3 (Private Green Space in Housing Development). In addition to garden spaces all properties will be within walking distance of a local 'pocket park' located at the south west corner of the site and the neighbouring 'Gateway' green corridor at the east of the site. A large two-hectare park has been approved within the wider masterplan site and future residents will also have access to this large amenity space through the proposed local path network.

With reference to neighbouring amenity, this site forms part of a wider large-scale development at LPD housing site HSG 19. The applicant has demonstrated that the proposal complies with the strategic masterplan approved for the site through previous AMC applications, and in the context of LDP policy Des 2 (Co-ordinated Development) the proposal does not compromise neighbouring or surrounding development plots and their potential to ensure good levels of amenity are achieved.

Amenity conclusion

Details submitted by the applicant show that a good level of amenity will be delivered across the site and in line with LDP policy Des 5 and the EDG.

d) access, movement and road arrangements

General access and street arrangements

The applicant submitted detailed information in the form of site plans, a supporting Transport Statement and a Stage 2 Quality Audit in support of the application.

Vehicular access to the site is taken from Turnhouse Road via a new junction. This new access road includes a pavement on its west side and leads to a new network of primary and secondary streets that provide access around the proposed development. Four pedestrian only routes are also proposed within the site, at the north of the plot running east to west and in two north-south paths that will provide a degree of permeability between housing plots; this allows the houses and cottage flats here to front to the pedestrian footpaths rather than roads, ensuring street activity and visual security. Two of these routes lead to the boundary of the safeguarded school site which lies directly north of the application site's boundary and will provide access to the school in future.

The layout of streets includes traffic calming measures such as narrowing points, tightly designed corners, shared surfaces and the use of different materials to signify crossing points. Street trees are used to punctuate the streetscape and ensure parked cars do not become visually dominant.

In a strategic context, the application site's layout is consistent with the approved strategic masterplan for this part of the city, with strategic primary and secondary street alignments, cycle paths and pedestrian paths all included in the proposed site layout. The shared surface secondary street at the south of the site that runs parallel to the railway line will facilitate access to neighbouring plot 6 to the west in a future development phase(s); this secondary street is identified in the UDF description for the Eastern Gateway character zone as a strategic cycle route and shared surface and the proposed layout and relatively narrow alignment with block paving is appropriate at this location in particular. The primary street that runs through the centre of the application site will also facilitate road and pavement access to neighbouring development plots to the west of the application site and beyond.

Vehicle Parking

The applicant proposes 117 car parking spaces in total within this development plot including 21 electric vehicle spaces and ten accessible spaces. Vehicle parking at the site is at an acceptable level with reference to the Council's parking standards, which allows a maximum of 142 spaces at this site and complies with LDP policy Tra 2 (Private Car Parking). The layout of parking within landscaped courtyards, which are to the rear of surrounding flatted buildings, minimises the profile and visibility of vehicles around the site. The design of parking courtyards facilitates emergency access and refuse vehicles, and this design approach has allowed the applicant to remove cars

from the pedestrian only routes within the site. Limited street parking is well-screened by trees, shrubs and grass around the application site. The layout and design of parking complies with the requirements and general policy intent of LDP policy Tra 4 (Design of Off-Street Car and Cycle Parking).

Active travel and pedestrians

LDP Policies Tra 3 (Private Cycle Parking) and Des 7 (Layout Design) support development that encourages walking cycling and delivers a well-designed layout of new streets and paths.

The application site is well-connected to the evolving strategic active travel and path network that will be introduced in this part of the city as housing around the wider masterplan is delivered. The shared surface secondary street at the south of the site provides a direct connection to a strategic pedestrian and active travel corridor at the east of the site; this in-turn offers access to the wider area. Pavements are a minimum of two-metres-wide around the site and provide linkages between the proposed development and the wider path network. The pedestrian only pavement widths are approximately three-metres-wide. Other detailed design considerations specified in the Edinburgh Street Design Guidance, such as raised pedestrian crossings, have been proposed following completion of a Stage 2 Quality Audit for the site and the Roads Authority confirms in comments that the pedestrian and active travel has been well-considered by the applicant.

The applicant proposes 140 secure bicycle spaces in communal stores for the proposed apartments. The bicycle stores will have a mixture of single tier and two-tier racks. An additional 14 visitor bicycle parking spaces are also provided for the 67 flatted blocks and located at the main building entrances.

A further 173 bicycle parking spaces are available within the curtilage of houses and cottage flats. The proposed 327 cycle provision complies with the Council's cycle parking standards which requires a minimum of 307 cycle spaces for the proposed development.

Transport summary

The proposal complies with parking standards and introduces a well-considered street design to this development plot. The site will be well-connected to the surrounding path and active travel network that will evolve through the planned delivery of LDP housing site HSG 19. The number of vehicular, motorcycle and bicycle parking spaces are below the maximum levels permitted by the Council's parking standards and the proposed approach is acceptable to the Transport Authority.

The proposed access, parking and active travel arrangements are acceptable and comply with the aspirations of the LDP as specified in policies Des 7, Tra 2, Tra 3 Tra 4 and the EDG.

e) other material considerations

Affordable Housing

This application is for 100% affordable housing in the form of apartments, houses and cottage flats. The 142 affordable homes at this plot (plot 4) will be delivered under the terms of a planning legal obligation for the wider masterplan site (16/04738/PPP).

The legal obligation will facilitate the delivery of approximately 358 affordable homes across three different development plots (plots 4, 5 and 13) that are integrated with surrounding plots at the wider masterplan site. An AMC application for plot 4 is currently pending determination for 158 affordable homes (planning reference 20/03224/AMC) and an AMC is yet to be submitted for plot 13 for the remaining affordable homes (approximately 50 more homes) at LDP site HSG 19.

Plots 5 and 4 are within phase 1 for housing delivery within the wider masterplan site and will be amongst the first homes to be delivered. Plot 13 is located at the west of the site and within phase 3.

The Council's Affordable Housing service has provided comments confirming that the applicant's approach to providing affordable housing at this plot is acceptable in terms of mix of units and tenure types. The proposed building materials are consistent with the suggested palette in the UDF and will contribute to ensuring the properties are tenure blind in the context of the wider masterplan site. Of the 142 homes proposed, the applicant proposes that 52 will be offered for mid-market rent, with the remaining 90 offered for social rent

Considered in the wider context of affordable housing delivery within the LDP housing site HSG 19 the approach to delivering affordable housing in the early phases of site delivery the quantity, type and tenure is supported by Affordable Housing.

The proposed affordable housing complies with the Council's Affordable Housing policy and with LDP policy Hou 6 (Affordable Housing).

Flood Risk and Drainage

The applicant submitted a Drainage Strategy and Flood Risk Assessment in support of the application. Drainage infrastructure at the application site, including sewers and drainage lines, will connect to infrastructure that has been approved as part of the enabling infrastructure works at the wider strategic masterplan site though recently approved applications 19/05514/AMC and 19/05599/AMC. There are no SUDS basins located within this specific development plot and runoff water from roofs, roads, parking courtyards and other surface areas accord with the Council's and other statutory requirements. Scottish Water and SEPA do not object to the application and the applicant is advised to note advisory comments provided by these consultees.

The proposal is consistent and compatible with drainage infrastructure at the wider masterplan site, and the Council's Flood Prevention Service is satisfied with the proposed drainage arrangements at this application site. The proposal complies with LDP policy Env 21 (Flood Protection) and policy RS 6 (Water and Drainage).

Airport and railway operations

Condition 17 of the PPP restricts the height of development to 75 metres above ordnance datum (AOD) in this location. Edinburgh Airport confirms in written consultation comments that the proposed building heights and landscape design including drainage matters are acceptable in the context of ensuring safe airport operations.

The site is in close proximity to the Edinburgh-Fife railway, which lies to the south of the application boundary. Network Rail has no comments or objections in relation to the proposed site layout and has provided comments at the PPP stage relating to design matters which have been taken in to account in the PPP conditions and the recently approved AMC application for enabling infrastructure at the site (reference 19/05514/AMC).

Sustainability

The applicant submitted Sustainability form S1 in support of the application and the Design, Access and Sustainability Statement also includes details of how the site delivers sustainable measures. The proposal's design caters well for pedestrian and active travel by linking to the existing and proposed path network. Cycle parking exceeds the Council's parking standards and car parking is lower than the maximum level permitted by standards. Refuse stores cater for recycling of different waste streams and the proposed buildings will be fitted with photovoltaic panels and water efficient utilities. The applicant will be required to comply with Scottish Building Regulations.

The proposal complies with LDP policy Des 6 (Sustainable Buildings).

Refuse management

The applicant's site plans clearly show refuse management and recycling facilities for all properties. Bin presentation points, communal refuse stores and vehicle tracking for refuse collection has been detailed and the Council's Waste Services department is satisfied with the overall design as confirmed in consultation comments.

Archaeology

The City's Archaeological Service notes in comments that this application raises no archaeological considerations. Matters relating to archaeology for the wider masterplan site are addressed by PPP condition 9, which this AMC application does not address.

f) Representations

The application attracted no public comments.

g) Equalities and human rights

The proposed development will introduce an environment that is safe and secure. A range of living accommodation, all of which is affordable housing and for different tenure types, is proposed and the applicant will be required to comply with the provisions of the Equality Act 2010 and Scottish Building Regulation requirements. Five ground floor flats are wheelchair accessible and 19 flats are designed for older people. Accessible parking spaces are included to a level consistent with the Council's parking standards and the site is well situated for access to active travel and proposed bus routes along Turnhouse Road.

Conclusion

The principle of the development was established through planning permission in principle (PPP) 16/04738/PPP. The proposed development complies with PPP conditions 5 (part 2) and is consistent with the strategic masterplan and accompanying Urban Design Framework that have been approved for this Local Development Plan (LDP) housing site (HSG 19).

The proposal to deliver one hundred and forty-two affordable homes of mixed tenure at this development plot complies with the Council's affordable housing policy. The proposed site layout, with higher density and four storey flatted blocks at the east of the site and lower two to three storey homes around the rest of the site, will introduce a well-balanced and varied urban environment in this part of the wider masterplan site. A good level of internal amenity is afforded to future residents in terms of floor spaces which comply with or exceed recommendations in the Edinburgh Design Guidance. With regard to external amenity, a mixture of private and communal gardens and a 'pocket park' at the west of the application site ensure good open space for future residents to complement strategic landscape areas such as parks in the masterplan site.

Access to and from the site is acceptable for vehicles, active travel and pedestrians and the proposed layout means future residents will enjoy good access to the surrounding area's evolving road and path network.

A clear design concept is demonstrated by the applicant and the proposal accords with the Edinburgh Local Development Plan and the Edinburgh Design Guidance. There are no material considerations that outweigh this conclusion.

It is recommended that this application be Approved subject to the details below.

3.4 Conditions/reasons/informatives

1. The approved landscaping and maintenance scheme (planning drawing references: 35A, 36A, 37A, 46, 47, 48) shall be fully implemented within 6 months of the last property's occupation.

Any trees or plants which, within a period of five years from the completion of that phase of the development, die, are removed or become seriously damaged or diseased shall be replaced with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing by the Planning Authority.

Reasons:-

1. In order to ensure the landscaping is established at the site and maintained.

Informatives

It should be noted that:

1. The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
2. No development shall take place on the site until a 'Notice of Initiation of Development' has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control, under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a 'Notice of Completion of Development' must be given, in writing to the Council.
4. The applicant should note the following transport matters:
 - The applicant will be required to:
 - a. Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;
 - b. Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;
 - c. In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;
 - All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking

numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;

- The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;
- A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;
- In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;
- The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;
- Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;
- Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984;
- The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address;
- All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;

- The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.

Financial impact

4.1 The financial impact has been assessed as follows:

There are no financial implications to the Council.

Risk, Policy, compliance and governance impact

5.1 Provided planning applications are determined in accordance with statutory legislation, the level of risk is low.

Equalities impact

6.1 The equalities impact has been assessed as follows:

The application has been considered and has no impact in terms of equalities or human rights.

Sustainability impact

7.1 The sustainability impact has been assessed as follows:

This application meets the sustainability requirements of the Edinburgh Design Guidance.

Consultation and engagement

8.1 Pre-Application Process

Pre-application discussions took place on this application.

8.2 Publicity summary of representations and Community Council comments

The application was advertised on 09 October 2020 and neighbours were notified on 05 October 2020. No comments or representations were received in relation to this application.

Background reading/external references

- To view details of the application go to
- [Planning and Building Standards online services](#)
- [Planning guidelines](#)
- [Conservation Area Character Appraisals](#)
- [Edinburgh Local Development Plan](#)
- [Scottish Planning Policy](#)

Statutory Development

Plan Provision

The site forms part of Housing Proposal HSG19 in the adopted Edinburgh Local Development Plan 2016.

Date registered

1 October 2020

Drawing numbers/Scheme

01-03, 04B-06B, 07A, 08-33, 34A-38A, 39-41, 42A, 43A,, 44-49, 50A, 51A.,

David R. Leslie

Chief Planning Officer

PLACE

The City of Edinburgh Council

Contact: Sean Fallon, Planning Officer

E-mail:sean.fallon@edinburgh.gov.uk

Links - Policies

Relevant Policies:

Relevant policies of the Local Development Plan.

LDP Policy Des 1 (Design Quality and Context) sets general criteria for assessing design quality and requires an overall design concept to be demonstrated.

LDP Policy Des 2 (Co-ordinated Development) establishes a presumption against proposals which might compromise the effect development of adjacent land or the wider area.

LDP Policy Des 4 (Development Design - Impact on Setting) sets criteria for assessing the impact of development design against its setting.

LDP Policy Des 5 (Development Design - Amenity) sets criteria for assessing amenity.

LDP Policy Des 6 (Sustainable Buildings) sets criteria for assessing the sustainability of new development.

LDP Policy Des 7 (Layout design) sets criteria for assessing layout design.

LDP Policy Des 8 (Public Realm and Landscape Design) sets criteria for assessing public realm and landscape design.

LDP Policy Env 9 (Development of Sites of Archaeological Significance) sets out the circumstances in which development affecting sites of known or suspected archaeological significance will be permitted.

LDP Policy Env 21 (Flood Protection) sets criteria for assessing the impact of development on flood protection.

LDP Policy Hou 1 (Housing Development) sets criteria for assessing the principle of housing proposals.

LDP Policy Hou 2 (Housing Mix) requires provision of a mix of house types and sizes in new housing developments to meet a range of housing needs.

LDP Policy Hou 3 (Private Green Space in Housing Development) sets out the requirements for the provision of private green space in housing development.

LDP Policy Hou 4 (Housing Density) sets out the factors to be taken into account in assessing density levels in new development.

LDP Policy Hou 6 (Affordable Housing) requires 25% affordable housing provision in residential development of twelve or more units.

LDP Policy Tra 2 (Private Car Parking) requires private car parking provision to comply with the parking levels set out in Council guidance, and sets criteria for assessing lower provision.

LDP Policy Tra 3 (Private Cycle Parking) requires cycle parking provision in accordance with standards set out in Council guidance.

LDP Policy Tra 4 (Design of Off-Street Car and Cycle Parking) sets criteria for assessing design of off-street car and cycle parking.

Relevant Non-Statutory Guidelines

Non-Statutory guidelines Edinburgh Design Guidance supports development of the highest design quality and that integrates well with the existing city. It sets out the Council's expectations for the design of new development, including buildings, parking, streets and landscape, in Edinburgh.

Appendix 1

Application for Approval of Matters Specified in Conds 20/03942/AMC

At Land 175 Metres Southeast Of Meadowfield Farm 15, Turnhouse Road, Edinburgh

Erection of 142x new dwellings with associated roads, parking, footpaths and hard and soft landscaping (Approval of Matters Specified in Conditions of planning permission in principle 16/04738/PPP re conditions 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 5 only) (as amended).

Consultations

Archaeology comment

Condition 9 attached to this consent concerns the requirement of undertaking a programme of archaeological work prior to development. Although all field work has been carried out in this area as part of the wider masterplan site, by both GUARD and latterly CFA archaeology, final reporting including agreement of the required Post-Excavation analysis and publication is still ongoing and to be agreed. Therefore, this archaeological condition is still live.

As this application concerns conditions which do not directly relate to the archaeological requirements of this permission in this instance, I have no further comments to make.

Flood Planning comment

CEC Flood Prevention have no major concerns over this application. This application can proceed to determination, with no further comments from our department.

Network Rail comment

Network Rail has no comments/objections to the submitted details in regards to conditions 5 (Part 2 i, ii, iii, iv, v, vi), 6(a), 6(b), 6(c), 6(d), 6(e), 6(f), 6(g), 6(h), 6(i), 6(j), 6(k(i-ix)) as applicable to Plot 5 only).

SEPA comment

Advice for the planning authority

We have no objection to this planning application. Please note the advice provided below.

In terms of flood risk, the risk to the site is surface water. This issue has been identified in the Drainage Strategy and it is for the City of Edinburgh Council to address as the Flood Risk Management Authority. We have commented on the wider site in the past and not objected, and nor have we objected to similar AMC. The applicants are aware of the combined sewer and water supply issues that we previously identified.

We are also satisfied in terms of surface water quality issues in respect of SUDS or CAR Construction Site Licences.

Affordable Housing response

1. Introduction

Housing Management and Development are the consultee for Affordable Housing. Housing provision is assessed to ensure it meets the requirements of the city's Affordable Housing Policy (AHP).

o Policy Hou 6 Affordable Housing in the Edinburgh Local Development Plan states that planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing.

o 25% of the total number of units proposed should be affordable housing.

o The Council has published Affordable Housing Guidance which sets out the requirements of the AHP, and the guidance can be downloaded here:

<https://www.edinburgh.gov.uk/affordable-homes/affordable-housing-policy/1>

2. Affordable Housing Provision

This application is for a development consisting of 142 affordable homes, representing part of the affordable provision for the wider West Craigs strategic masterplan area, as set out in application reference 19/05599/AMC which was approved by the Development Management Sub-committee in May 2020. Between 1,400-1,700 homes are approved at the HSG 19 housing site. There is an AHP requirement for a minimum of 25% homes of approved affordable tenures, and this application for 142 affordable homes represents an affordable contribution for up 426 market homes.

The applicant notes within their Design, Access and Sustainability Statement:

"In addition to Plot 5, Dunedin Canmore are responsible for developing two further plots at West Craigs (Plot nos. 4 and 13) to provide affordable housing. Across these three plots, Dunedin Canmore will be developing a minimum of 350no. affordable units to

meet the overall requirement for 25% affordable housing across the wider development".

Dunedin Canmore Housing Association proactively entered into early dialogue with the Council on the design, mix and location(s) so that an integrated mix of affordable housing can be delivered on site.

Affordable housing will account for 25% of the new homes across several different parts of the wider masterplan site and will consist of flatted apartments and houses which will offer an integrated mix of homes.

The affordable housing is in line with the Urban Design Framework for masterplan 19/05599/AMC, and the Edinburgh Urban Design Guidance. A mix of mid market rent and social rent is proposed. These include homes for older people, people with complex housing needs, wheelchair accessible housing and 26% of homes which are 3 bedroom or larger, all of which is welcomed.

The affordable homes are required to be tenure blind and fully compliant with latest building regulations. The design of affordable housing will be informed by guidance such as Housing for Varying Needs and Housing Association Design Guides.

The affordable homes will be situated within close proximity of regular public transport links and next to local amenities. Appropriate parking for affordable housing, consistent with the relevant parking guidance, should be provided.

3. Summary

The applicant is providing affordable housing which contributes towards the 25% on site affordable housing required across the masterplan area and this is secured by a Section 75 Legal Agreement. We are happy to support this application and the approach taken by the applicant, which will assist in the delivery of a mixed sustainable community:

- o The applicant has agreed with the Council the tenure type and location of the affordable homes prior to the submission of a planning application
- o The applicant has entered into an early dialogue the Council and is a Registered Social Landlord (RSL) who will deliver the affordable housing on site
- o The applicant has sought to maximise the social rented homes delivered onsite.
- o The affordable housing includes a variety of house types and sizes which are representative of the Urban Design Framework set out for the wider masterplan area.
- o The application includes homes for older people, people with complex housing needs, wheelchair accessible housing and 26% of homes which are 3 bedroom or larger.
- o In the interests of delivering mixed, sustainable communities, the affordable housing policy units will be expected to be similar in appearance to the market housing units in surrounding plots, an approach often described as "tenure blind"
- o The affordable homes will be designed and built to the RSL design standards and requirements.
- o The applicant has agreed to deliver the affordable housing at this plot through a planning legal agreement that accompanied the planning permission in principle reference 16/04738/PPP.

Scottish Water comment

Audit of Proposal

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water Capacity Assessment

Scottish Water has carried out a Capacity review and we can confirm the following:

There is currently sufficient capacity in the GLENCORSE Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

There is currently sufficient capacity for a foul only connection in the ENDINBURH PFI Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Please Note

The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Any surface water management designs should be coordinated with SEPA.

Drinking Water Protected Areas

A review of our records indicates that there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed activity.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification

from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

Next Steps:

All Proposed Developments

All proposed developments require to submit a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water via our Customer Portal prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Roads Authority Issues

No objections to the application subject to the following being included as conditions or informatives as appropriate:

1. *The applicant will be required to:*
 - a. *Contribute the sum of £2,000 to progress a suitable order to introduce waiting and loading restrictions as necessary;*
 - b. *Contribute the sum of £2,000 to promote a suitable order to introduce a 20pmh speed limit within the development, and subsequently install all necessary signs and markings at no cost to the Council. The applicant should be advised that the successful progression of this Order is subject to statutory consultation and advertisement and cannot be guaranteed;*
 - c. *In support of the Council's LTS Cars1 policy, the applicant should contribute the sum of £23,500 (£1,500 per order plus £5,500 per car) towards the provision of car club vehicles in the area;*
2. *All accesses must be open for use by the public in terms of the statutory definition of 'road' and require to be the subject of applications for road construction consent. The extent of adoptable roads, including footways, footpaths, accesses, cycle tracks, verges and service strips to be agreed. The applicant should note that this will include details of lighting, drainage, Sustainable Urban Drainage, materials, structures, layout, car and cycle parking numbers including location, design and specification. Particular attention must be paid to ensuring that refuse collection vehicles are able to service the site. The applicant is recommended to contact the Council's waste management team to agree details;*

3. *The applicant should note that the Council will not accept maintenance responsibility for underground water storage / attenuation;*
4. *A Quality Audit, as set out in Designing Streets, to be submitted prior to the grant of Road Construction Consent;*
5. *In accordance with the Council's LTS Travplan3 policy, the applicant should consider developing a Travel Plan including provision of public transport travel passes, a Welcome Pack, a high-quality map of the neighbourhood (showing cycling, walking and public transport routes to key local facilities), timetables for local public transport;*
6. *The applicant should note that new road names will be required for the development and this should be discussed with the Council's Street Naming and Numbering Team at an early opportunity;*
7. *Any parking spaces adjacent to the carriageway will normally be expected to form part of any road construction consent. The applicant must be informed that any such proposed parking spaces cannot be allocated to individual properties, nor can they be the subject of sale or rent. The spaces will form part of the road and as such will be available to all road users. Private enforcement is illegal and only the Council as roads authority has the legal right to control on-street spaces, whether the road has been adopted or not. The developer is expected to make this clear to prospective residents as part of any sale of land or property;*
8. *Any sign, canopy or similar structure mounted perpendicular to the building (i.e. overhanging the footway) must be mounted a minimum of 2.25m above the footway and 0.5m in from the carriageway edge to comply with Section 129(8) of the Roads (Scotland) Act 1984;*
9. *The City of Edinburgh Council acting as Roads Authority reserves the right under Section 93 of The Roads (Scotland) Act 1984 to adjust the intensity of any non-adopted lighting applicable to the application address.*
10. *All disabled persons parking places should comply with Disabled Persons Parking Places (Scotland) Act 2009. The Act places a duty on the local authority to promote proper use of parking places for disabled persons' vehicles. The applicant should therefore advise the Council if he wishes the bays to be enforced under this legislation. A contribution of £2,000 will be required to progress the necessary traffic order but this does not require to be included in any legal agreement. All disabled persons parking places must comply with Traffic Signs Regulations and General Directions 2016 regulations or British Standard 8300:2009 as approved;*
11. *The developer must submit a maintenance schedule for the SUDS infrastructure for the approval of the Planning Authority.*

Note:

- a) *A transport statement has been submitted in support of the application. This has been assessed by transport officer and is considered to be an acceptable reflection of both the estimated traffic generated by the development and of the traffic on the surrounding road network. The submitted document is generally in line with the published guidelines on transport assessments. The proposed development is predicted to generate 47 total two-way traffic during the morning peak period and 40 during the evening peak period representing 37% of the total trips. Most of the 63% remaining trips are by walking, cycling and public transport. Stage 1 Quality Audit and Safety Audit have also been submitted in support of the application and demonstrates that the design provides for inclusive mobility and safety for all road users;*
- b) *The general layout including vehicular, walking and cycling routes are well considered and consistent with the masterplan layout and has the potential to link with the wider active travel network in West Edinburgh. The design is a mix of vehicular route, shared surface and footways with priority crossings. The access road from Turnhouse Road is designed with raised junctions and carriageway narrowing to promote walking and cycling and slow vehicular speeds. Footways are minimum of 2m wide with a number of footway connections that provide linkages between the proposed developments and the wider path network. The applicant has incorporated a number of measures from Edinburgh Street Design Guidance namely continuous footway/priority pedestrian crossings, change in material etc to prioritise walking and cycling and reduce vehicular speed within the proposed development;*
- c) *Applicant proposes 117 car parking spaces (including 21 EV charging bays and 9 accessible spaces) and complies with the Council's current parking standards which could allow a maximum of 142 car parking spaces for the proposed 142 residential development in Zone 3;*
- d) *The applicant proposes 140 cycle spaces (communal stores) plus 14 visitor spaces for the 67 flatted blocks and 173 in curtilage cycle spaces for the 75 houses/cottages. The proposed 327 cycle provision complies with the Council's cycle parking standards which requires a minimum of 307 cycle spaces for the proposed development in Zone 3;*
- e) *The site is accessed by a priority junction and is considered acceptable given the level of predicted traffic of the proposed development;*
- f) *The following sustainable travel interventions/mitigation measures are part of the approved infrastructural masterplan;*
 - i. *3 controlled crossings and 2 uncontrolled crossing are to be installed on Turnhouse Road (the crossing locations relevant to this development are, controlled crossing on Green Corridor/Turnhouse Road junction, front of primary school and uncontrolled crossing between the two controlled crossings) and details are subject to RCC approval and Stage 2 Safety Audit. 2m wide footway is proposed on the north side of Turnhouse Road, 3m wide walking and cycling route on south side of Turnhouse Road; and a new bus gate on Turnhouse*

Road to the south of the masterplan site, which will result in no base through traffic/reduced level of traffic;

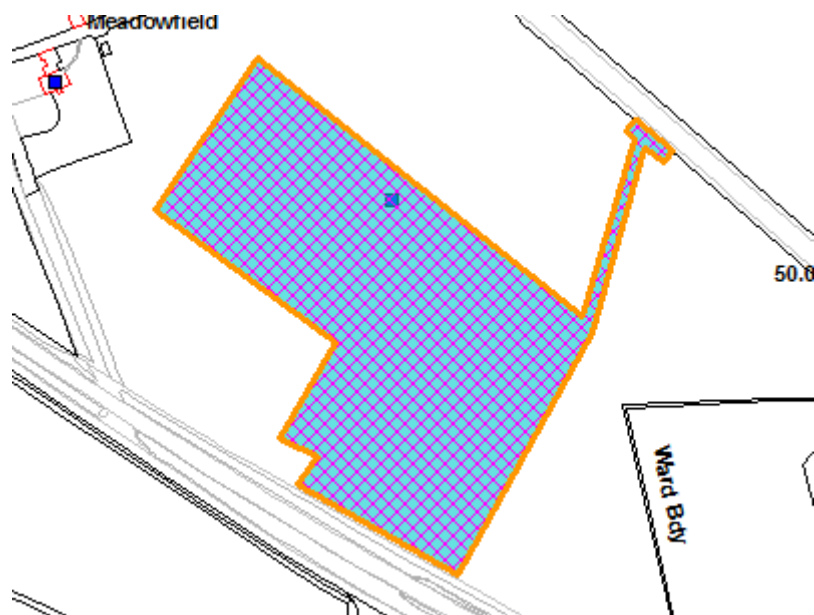
- ii. TRO for 20mph speed limit along Turnhouse Road
- iii. Bus route on Craigs Road/Turnhouse Road
- iv. Upgrade bus infrastructure on Turnhouse Rd
- v. Formation of 3 controlled crossing facilities Turnhouse Rd
- vi. Cammo Walk link (south) - New Green Corridor between proposed pedestrian cycle bridge and south end of Cammo Walk;

It is understood that a draft RCC approval has been issued by CEC for the masterplan infrastructure works, and that these works, including formation of site access junction, and crossings on Turnhouse Road, will be undertaken in advance of occupation of the proposed development.

Waste Services coments

20/03942/AMC The same with this one we are happy for this development to proceed based on the information and the changes the developer is putting in place allowing us to carry out the waste collections.

Location Plan



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